DR. MANMOHAN SINGH: That is why we want the Minister to come and explain this.

श्री जसवंत सिंह : डा० साहब, अब मैं आपसे निवेदन करूं कि यह तो दूसरा विषय आ गया। पहला जो माननीय प्रणब बाबू ने और माननीय अर्जुन सिंह जी ने उठाया वे कुछ अन्य पहलू थे। अब आप कह रहे हैं कि...**(व्यवधान)**...

SHRI RAJU PARMAR: It is the same thing.

श्री जसवंत सिंह : यह कहा गया कि जो कुछ हो वह संवैधानिक हो। तब हमने कहा कि...**(व्यवधान)**... मुझे सुन लीजिए। और कहां होगा, कोई गली-गलियारो मे तो गिनती होती नही सांसदो की।...**(व्यवधान)**...

वोट की गिनती कहां होती है, आप और हमारी वोट की गिनती यहां होती है, बाहर जाते हैं तो अच्छी तरह मिलते हैं।...**(व्यवधान)**...

SHRI JIBON ROY: You should assure that...*(Interruptions)*... At least, democracy should be protected...*(Interruptions)*...

श्री जसवंत सिंह : सभापति जी, यह तो संवैधानिक प्रावधान है कई बार दोहरा दिया गया है, कोर्ट कचहरी मे कहा है, सरकार कह चुकी है, हमने इतने बड़े-बड़े यहां प्रस्ताव पारित किए हैं। "Determination of majority is the function of the Legislature". सभापति जी, मैंने कोई नया प्रिंसिपल ईजाद नही किया है यही बात दोहरा रहा हूं जो आप चाहते हैं। अब उसके बाद वह कहे कि किसी मुख्य मंत्री ने यह शिकायत की। सभापति जी, मेरी आजकल ऐसी नौकरी है कि मुझसे हर मुख्य मंत्री शिकायत करता है, मैं उसको याद नही रखता। याद रखूंगा तो रात को नीद नही आएगी।

श्री सभापति : आपसे तो रुपए मांगते हैं इसलिए नीद नही आती होगी।...**(व्यवधान)**... बस हो गया।

SHRI RAJU PARMAR: This is a serious matter. Don't take it lightly.

MR. CHAIRMAN: Now, we take up the Airports Authority of India (Amendment) Bill, 2003. Shri Rajiv Pratap Rudi.

GOVERNMENT BILLS

The Airports Authority Of India (Amendment) Bill, 2003.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): Sir, I beg to move:

"That the Bill further to amend the Airports Authority of India Act, 1994, as passed by Lok Sabha, be taken into consideration."

The question was proposed.

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Mr. Chairman, Sir, we welcome the Airports Authority of India (Amendment) Bill, 2003. Here, I would like to make a few points. Though the main purpose behind this Bill is that they want to encourage modernisation of Indian airports at par with the international standards, and also to invest a large amount in some particular cities like Bombay, Delhi, Bangalore, Hyderabad, and some other cities, the hon. Minister must tell the House how he is going to proceed with the future course of action, in fulfilling the Government's plan to have modernisation of airports. For instance, we have been hearing for years together about modernisation of Delhi and Bombay airports. Recently, it has been said that Rs.3,000 crores have been provided for the modernisation of Bombay and Delhi Airports. The hon. Minister, while replying to the debate, must inform the House how he is going to raise this money. Is he going to privatise even the Delhi and Bombay Airports also, or, the Government of India is going to provide that money? In case, the Government privatizes it, about 10,000 employees who are already working there would be rendered unemployed. The Minister must bear this fact in mind. He should clearly say as to how he is going to find re-employment for these people in any other organization.

[THE DEPUTY CHAIRMAN in the Chair.]

Madam, the next point is regarding the proposed international airports at Hyderabad and Bangalore. We have been hearing about it for a long, long time. Recently, we heard that Bangalore International Airport has almost been finalised. It was also heard that Karnataka Government has even announced some concessions to the concerned agencies, and they are going to start work on it. But the newspaper reports say that it has again received a setback from the Finance Ministry's decision. Therefore, I want a categorical assurance, and a commitment in the House from the Minister as to what is going to be the line of action in this regard. When is the Government going to finalise all the modalities to start work on the Bangalore International Airport? May I know from the Minister whether it is a fact that some technical snags, some problems are being raised by the Finance Ministry in this regard? If so, how are these going to be solved?

Regarding the Hyderabad International Airport also, I would like to know from the Minister as to when it is going to be completed. At what stage the project is? When can we expect the agency to start construction? And when they will be able to complete it?

Another thing about which I would like to know is this. They say that there are about 124 airports in the country, out of which almost 56 airports are operating, and 68 airports are not in operation. So, I want the Minister to inform the House about the reasons for not operating these airports. What is the intention of the Government? Are you going to privatize them? Have you formulated any scheme for them?

Lastly, Madam, I have moved some amendments. I would explain about them at the stage when the amendments are taken up. Shall I explain about these amendments now?

THE DEPUTY CHAIRMAN: You can move them now, or, you can do it later on.

DR. T. SUBBARAMI REDDY: These are very detailed amendments. Of course, the Minister has to convince me. Then, I will decide whether I will withdraw them or press them. So, I will deal with them separately. I hope the Minister will give me a chance to explain about my amendments.

श्री अजय मारू (झारखंड) : धन्यवाद उपसभापति महोदया, मैं आपका आभारी हूं कि आपने मुझे इस विधेयक पर अपने विचार व्यक्त करने का मौका दिया। मैं इस बिल के समर्थन मे खड़ा हुआ हूं। पिछले सत्र के अंतिम दिन लोक सभा मे इस महत्वपूर्ण विधेयक को पारित किया गया था और इस बिल को आज इस सदन मे लाने के लिए मैं माननीय मंत्री श्री रूडी जी को बधाई देता हूं। महोदया, आज अंतर्राष्ट्रीय परिवेश मे हमारे देश को विमानन के क्षेत्र मे और प्रभावी बनाने के लिए उच्च तकनीकी से युक्त होने के लिए एवं यात्रियों को बेहतर सुविधाएं देने हेतु इस प्रकार के विधेयक की बहुत अरसे से आवश्यकता महसूस की जा रही थी। यह सरकार पिछले पांच वर्षों से लगातार इस क्षेत्र को विकसित करने मे लगी हुई है और इस वर्ष के बजट मे भी दिल्ली और मुम्बई के हवाई अड्डो को आधुनिक और अंतर्राष्ट्रीय स्तर का बनाने पर विशेष ध्यान दिया गया है। इस विधेयक के पारित हो जाने के बाद हवाई अड्डो को लीज पर भी दिया जा सकेगा जिससे निजी भागीदारी एवं विदेशी निवेश को भी इस क्षेत्र मे प्रोत्साहन मिलेगा और अंतर्राष्ट्रीय स्तर एवं नवीनतम तकनीक का पूरा उपयोग हो सकेगा। महोदया, हम सब जानते हैं कि हमारे देश मे अंतर्राष्ट्रीय और घरेलू उड़ानों का संचालन जिन हवाई अड्डो से होता है, उनकी देखरेख और उसके विकास, उसकी सुरक्षा तथा उड़ानों मे नेवीगेशनल फेरोलिटी उपलब्ध कराने का काम एयरपोर्ट अथॉरिटी ऑफ इंडिया के जिम्मे है। यह एक सरकारी संस्थान है जो बखूबी

इसका संचालन कर रहा है। आंकड़ों के अनुसार वर्ष 2001 मे प्राधिकरण के अधीन आने वाले जितने भी हवाई अड्डे हैं, उनसे अंतर्देशीय और अंतर्राष्ट्रीय उड़ानों के माध्यम से करीब 43 मिलियन यानी चार करोड़ तीस लाख यात्रियो ने यात्रा की। 846 हजार टन माल ढोया गया। यह यात्रा और माल ढोने का महंगा साधन तो है इसके बावजूद इसमे हर वर्ष वृद्धि हो रही है। सितम्बर, 2001 मे वर्ल्ड ट्रेड सेंटर के हादसे के बाद इस उद्योग के विकास को काफी झटका लगा था। यह आशंका व्यक्त की गई थी कि इससे हवाई यात्रा का व्यवसाय काफी प्रभावित होगा। एयरलाइन्स कंपनियां भी बंद हुई थी। इसका कही न कही हमारे देश पर भी प्रभाव पड़ना था। मुझे इस बात की खुशी है कि इन आशंकाओ के बावजदू एयरपोर्ट अथॉरिटी ऑफ इंडिया ने जहां 2000-2001 में 214 करोड़ का मुनाफा कमाया, वहीं 2001-2002 मे यह बढ़कर 255 करोड़ हो गया और इस वर्ष जो 2003 का वर्ष है उसमें भी यह लाभ 260 करोड़ के आसपास होगा। मैं मानता हूं कि लीज में सभी एयरपोर्टो की निजी भागीदारी नही होगी। देश में जितने भी एयरपोर्ट्स का एयरपोर्ट अथॉरिटी ऑफ इण्डिया संचालन करती है, उसमें लाभप्रद केवल ग्यारह एयरपोर्ट ही हैं। सामाजिक संतुलन, प्रादेशिक और राष्ट्रीय सुरक्षा के नजरिए को ध्यान मे रखकर सरकार हवाई अड्डो का निर्माण वॉयेबुल न होने के बावजूद भी कर रही है। हमारे प्रधानमंत्री ने पांच वर्ष पूर्व 24 अक्तूबर, 1998 को घोषणा की थी कि हम अपने देश में विश्व स्तर के आधुनिक हवाई अड्डो का निर्माण करेगे और उसी समय से इस कार्य को अंजाम दिया जा रहा है। इस कार्य के लिए काफी बड़ी मात्रा मे धन की आवश्यकता महसूस की गई थी। अच्छी सुविधा, अच्छे प्रबंधन के लिए लंबी लीज पर हवाई अड्डो को देने की आवश्यकता महसूस की गई थी। निजी क्षेत्र की भागीदारी एवं विदेशी निवेश का भी इस क्षेत्र में निवेश हो, यह भी महसूस किया गया था। इन सब बातों को ध्यान में रखकर ही इस विधेयक को लाया गया है। भारतीय विमान पत्तन प्राधिकरण संशोधन विधेयक, 2003 के पारित हो जाने के बाद हम देश के विमान पत्तन भी विश्व स्तर के बना सकेगे। यात्रियो को भी अधिक से अधिक सुविधाएं दी जा सकेगी। इससे हम देश मे भी विश्व स्तर पर एयर ट्रैफिक सिस्टम और नेविगेशन के नए-नए उपकरणो का इस्तेमाल कर अपने हवाई अड्डो को और ज्यादा विकसित कर सकेगे। इस सरकार ने केरल सरकार की भागीदारी से सबसे पहले निजी एयरपोर्ट कोचीन मे बनाया है। इस विधेयक के पारित हो जाने के बाद बंगलौर और हैदराबाद में भी विश्व स्तर के एयरपोर्ट विकसित करने का प्रस्ताव है। औरंगाबाद के एयरपोर्ट को भी एक जापानी कंपनी के सहयोग से विकसित किया जा रहा है। मैं माननीय मंत्री जी से अनुरोध करूंगा और झारखण्ड, जिस प्रदेश से मैं आता हूं, उसकी तरफ भी उनका ध्यान आकृष्ट करना चाहूंगा कि झारखण्ड मे एयरपोर्ट अथॉरिटी के अधीन केवल एक हवाई अड्डा है। यह रांची मे है। इसकी लंबाई पटना के एयरपोर्ट से भी अधिक है। इसकी क्षमता बहुत अधिक है लेकिन यहाँ उड़ानो की संख्या बहुत कम है। मैं चाहूंगा कि वहां पर और उड़ानें बढ़ाई जाएं जिससे इस एयरपोर्ट का समुचित उपयोग हो सके। इसके अलावा औद्योगिक नगरी जमशेदपुर और कोयला नगरी धनबाद में भी हवाई अड्डो का निर्माण एयरपोर्ट अथॉरिटी के अधीन कराया जाए। इसका मैं इनसे निवेदन करूंगा। आपने मुझे बोलने का अवसर दिया, इसके लिए धन्यवाद।

SHRIMATI N. P. DURGA (Andhra Pradesh) : Madam, first of all, I congratulate Shri Rajiv Pratap Rudi for his elevation to this important Ministry; and wish him all the best in achieving the goals, to bring back the Indian Airlines and Air India on the runway. I also thank you for having

allowed me to speak on this piece of legislation, which aims at improving the standard of services, facilities and infrastructure in our airports at par with international standards. I welcome the move of the Government, but at the same time, I have some queries to place before the hon. Minister. Madam, the Statement of Objects and Reasons, *inter alia*, states that there is a need to improve the standard of services at the airports. And to facilitate such a process of improvement, there is a need for both, the infusion of private sector investment, as also for restructuring of airports. It further states, this will speed up airport infrastructure development, improve managerial efficiency, improve local responsiveness and improve service levels. With this, it becomes crystal clear that the existing monitoring agency has totally failed in pinpointing the core flaws, and as a result of that, airport infrastructure has not been able to develop properly in about 120 existing airports in the country. So, after leasing out some of the services to the private people, does the Government of India thinking of appointing some independent monitoring agency, free from all shackles, to oversee the functioning of the airports likely to be leased out?

Madam, there is an insertion of a new Section 12A. The justification given for this is, for better management, the Authority may lease out premises of an airport to carry out some of its functions. Here, it has not been mentioned which functions the Authority wishes to lease out. I would like to know whether the AAI is also proposing to lease out security, Air Traffic Control, communications, navigation, surveillance, etc., to private people through this amendment. If, 'yes', how is it justified from the country's security point of view because, so far, these are all the exclusive preserves of the AAI? Here, I would also like to know from the hon. Minister whether it is true that the AAI has decided to give the Air Traffic Control to the Indian Air Force. If, 'yes', what are the reasons for handing over this ATC to Indian Air Force?

I agree that private operators manage most of the major international airports such as Singapore, Hong Kong, Bangkok, Helsinki, Heathrow, etc., by forming companies or joint ventures. But, here, in spite of Government's allocation of money for developing airports, we are not able to modernize our airports. I would like to know why the proposal to modernize Delhi and Mumbai airports with an approved investment of Rs.4,000 crores is hanging fire. On the one hand, you want your airports to be of international standards and, on the other, in spite of having finances,

you are not carrying out modernization of, at least, some of the important airports in the country. Why? I would like the hon. Minister to reply to this specific point.

Madam, under clause 12A(1), the Government is going to lease out some of the functions of airports to private people through a lease deed. But, there are some statutory functions such as security, customs, immigration, public health, etc., which are all in the domain of the various agencies of the Government of India. How are they all going to be leased out to private people? If the Government decides to lease them out, what will happen to the employees working in the above agencies and how is it going to coordinate with the private people for better functioning of the above areas?

Under Section 22A, the AAI is, of course, after the approval of the Government of India, going to impose developmental fee and it wishes to utilize the money so collected for upgradation or expansion or development of those very airports. I would suggest that money so collected may also be given to the other airports for their developmental, upgradation and expansion plans which will help in overall increase of infrastructure in all the airports of the country and thereby we can increase the flow of air traffic and tourists from various parts of the world.

Before conclusion, I would like to add one point. The Chief Minister of Andhra Pradesh has suggested the idea of having an "Open Sky Policy", since this is beneficial to tourism and would lead to an increase in revenue not only for the State of Andhra Pradesh but also for the country as a whole.

Finally, I welcome the establishment of the Airport Appellate Tribunal to look into the matter of unauthorized occupants of airport premises. I only support this move with a rider that displaced families should be suitably compensated and are given housing sites at appropriate place.

With these words, I once again support the Bill brought before the House for its consideration by the hon. Minister of Civil Aviation. Thank you.

SHRI JIBON ROY (West Bengal): The Bill is aimed at institutionalizing a ritual. When the matter relates to ritualism, democracy is not required. This Bill intends to privatize a company which makes a profit of Rs.280 crores a year, not Rs.1 crore or Rs.10 crores. Every time it happens. The Bill is passed in the other House on the last day and at the last moment. Therefore, it is a ritual; no democracy is required.

THE DEPUTY CHAIRMAN: Is today the last day?

SHRI JIBON ROY: The Bill was passed in the Lok Sabha on the last day and at the last moment. This Bill is aimed at privatizing a company which makes a profit of Rs.280 crores a year. They don't have any belief in democracy. Even before passing this Bill, they have already allowed quite a good number of companies to construct private airports. Every time, when our Prime Minister goes abroad, he chants a *sloka* or a ritual to attract foreign investment into our country that privatisation is irreversible. Madam, we do believe that irreversible can be reversed again and finally, people will decide that everything we will hand over. This Bill is aimed to privatise the airports. First, we will hand over our own airports, built by the people's money. Secondly, it has got some reserve. The reserve can be transferred to the private company to build a new airport in the form of equity. Transfer of airport, transfer of all reserves, and you will allow the private companies to operate all the services. It has appeared in a number of newspapers that, at least, material handling, watch and ward, etc., will be governed by the Indian Airlines, Airport Authority of India at the Government's cost. It has appeared a number of times. But, for Indian Airlines and Air India, watch and ward is undertaken by the CISF. Crores of rupees are being drained out for this purpose. But, for private companies, it is their own arrangement. Therefore, the moment, you will privatise a part of the Airport Authority, it will be into the domain of the private company. You are doing even today. Therefore, ultimately, privatisation of the public asset, privatisation of the nation is happening. In the name of Liberalisation we are liberating economy from the control of Parliament. Liberalisation does mean it. We strongly oppose it. In the end, Madam, within the time provided, we cannot even discuss a single point. I wish to draw the attention of the House on both the sides that Indian polity is getting polarised between the two camps - *trishul* and people. There is no other way in between them. Either you go and take up the *trishul* to capture the political power or you have to go to the people. In between them, the

line does not work. But, Madam, we are with people and I will fight; my party will fight; and, working class will fight for the next hundred years to reverse the irreversible. Therefore, I oppose the Bill.

SHRI P.G. NARAYANAN (Tamil Nadu): Madam, at present, the Airports Authority of India is a statutory organisation under the administrative control of the Ministry of Civil Aviation, the Government of India. It manages more than 90 civil airports and nearly 30 civil enclaves at defence airports in the country. The salient features of this Bill are to exclude private airports from the purview of this Act and to provide definition of a private airport. The Bill further provides that a levy on the embarking passengers at an airport - the development fees - to be credited to the Authority. This new amendment will provide for the projects relating to construction of greenfield airports by such fee collection. It is the duty of the Central Government to see that such a fee collection should not burden the passengers. While implementing the provisions of this Bill, the security of the country should be kept in mind. While privatising airports, at least, runway and apron, should be under the control of the Airport Authority because it involves security risks. Then, Madam, we welcome this Bill. I would like to draw the attention of the Government towards an important issue pertaining to Airport Authority of India on setting up second international airport at Chennai. The Tamil Nadu Industrial Development Corporation had put up a proposal to the Ministry of Civil Aviation for construction of a new international airport at Chennai. The main objective of this proposal was the development of an airport for South India after arriving at air traffic projection for nearly next 20 years. Thereby, justifying the proposal for developing the airport through private participation, a detailed proposal, in this regard, has already been sent to the Ministry of Civil Aviation for giving, in principle, approval so as to take up the second phase which include activities like master planning, recommendation on institutional structure, land acquisition, etc. The Government of India informed us that Union Cabinet has already decided to restructure the airports in metropolitan cities, including Chennai as world-class airports on a long-term lease.

The decision to lease the airports on a long-term basis to the private operators would definitely jeopardise the efforts of the State Government to have a new international airport at Chennai. Further, this project has a better chance of implementation, without recourse to the Government funds. Unless, this proposal is cleared, I am afraid, Tamil Nadu will stand to suffer in the competition from the neighbouring States in attracting Foreign Direct Investment in industrial projects.

I humbly request the Government of India to accord, in principle, approval to the new international airport proposal of the Tamil Nadu Government and drop the proposal of the Airports Authority of India for long term leasing of Chennai Airport and render justice. Thank you.

PROF. M. SANKARALINGAM (Tamil Nadu): Madam, Deputy Chairperson, modernization of airports with all modern facilities equivalent to international standard is the need of the hour to attract passenger traffic to India. The Airports Authority of India presently manages 11 international airports including two airports which were handed over to the State Governments and 28 small small passenger terminals and defence airports in the country.

In 2001, the Airports Authority of India successfully ensured the movement of about 4.9 lakh aircraft, 42 million passengers and 8.4 lakh tonnes of cargo. More than 2 lakh over flights using Indian airspace were efficiently handled by the Airports Authority of India in the same year.

The net profit is as follows :

1995 - 96	145 crores
1996 - 97	132 crores
1997 - 98	196 crores
1998 - 99	208 crores
1999 - 00	211 crores
2000 - 01	214 crores
2001 - 02	219 crores

Major airports, Delhi, Mumbai, Chennai, Kolkata contribute 68 per cent of the total income of the Airports Authority of India. Initially, all the airports were managed by the Government of India. In 1972, the International Airports Authority of India was created to manage the four international airports, namely, Delhi, Mumbai, Kolkata and Chennai. In 1986, the National Airports Authority of India was created to manage all the domestic airports of the country. In 1995, both the agencies were merged and renamed as the Airports Authority of India. As on 1.4.2001, the net worth of Airports Authority of India was Rs. 1880.32 crores. Employees were nearly 22,000 -- 7,000 in the executive cadre and 15,000 in the non-executive cadre. This Bill gives power to the Government to lease these

airports to private parties. Leasing is not a solution. Assets created over these years with tax-payers' money should not be handed over to private parties or individuals. This lead to under-development, since private parties are governed only by profit motive. It will also endanger the security of our country. A comparative study to revise tariffs be conducted by the Civil Aviation Regulatory Authority. After scientific analysis, try to run it under the public sector itself. Privatisation is not advisable. The first and the foremost reason is security of our country. In these days of cross-border terrorism, havocs caused by the suicide squads and inducing nature of neighbouring countries, hijacking of Indian Airlines flight to Kandhar, resulting in the release of the most- wanted terrorists in exchange for the release of the hijacked passengers clearly warn us that safety is one of the main concerns of our country. In an era of Defence personnel holding higher ranks being caught red- handed while handing over secret documents to terrorists, and rarely some officials supporting this kind of anti-national activities, entrusting airports authority or international airports to private hands is not advisable. Certainly, this will disturb the peace, prosperity and sovereignty of our country and endanger its security. The very recent attack on the World Trade Centre in the USA, has proved beyond doubt, that the intelligence network of even world's number one super- power country has miserably failed. India is one of the largest democracies in the world and the recent militant attack on our Parliament building and Jammu & Kashmir Assembly and daily attacks on our borders and the designs of the terrorists to eliminate democratic set-up in this big democratic country should discourage us from handing over airports to the private sector. This is the present day tension in the world. So, there is no question of leasing international airports at this stage. At least, international airports should be under our control. There are some small airports which can be tried. Tuticorin Airport is not functioning. Some other small airports throughout the country are not functioning properly. You should try private entrepreneur's participation in these small airports and air terminals. Very recently I landed at the Coimbatore Airport. The Central Government has sanctioned Rs. 26 crores, but no work has been done so far. There are a number of airports to be developed. We can think of private parties' participation in their development. We can think of creating new small airports on that line. With these comments, I conclude my speech. Thank you.

श्री संजय निरुपम (महाराष्ट्र) : उपसभापति महोदया, सबसे पहले मैं रुडी जी का इस सदन में पहली बार बिल लेकर आने पर स्वागत कर रहा हूं। ये अपने बहुत अच्छे दोस्त हैं।

लेकिन इस दोस्ती के बावजूद उनके बिल के विरोध में मैं खड़ा हुआ हूं। आधुनिकीकरण और निजीकरण के खिलाफ हम नहीं हैं। प्राइवेटाइजेशन होना चाहिए, मॉडर्नाइजेशन भी होना चाहिए लेकिन किसी भी प्रकार के मॉडर्नाइजेशन का अर्थ यह नहीं है कि उसको प्राइवेटाइज कर दिया जाए। एयरपोर्ट आथॉरिटी आफ इंडिया के पास जितने भी एयरपोर्ट्स हैं उसमें सबसे ज्यादा प्रोफिट देने वाले इंटरनेशनल एयरपोर्ट्स हैं। विशेषकर महानगरों के जो एयरपोर्ट हैं - मुम्बई के, दिल्ली के, चेन्नई के, कलकत्ता के, बंगलौर इत्यादि के, कुल 11 एयरपोर्ट प्रोफिट में हैं बाकी सारे लॉस में हैं। इन लॉस में चलने वाले एयरपोर्ट को चलाने की जिम्मेदारी जो ए0आई0आई0 ने उठाई है या एयरपोर्ट आथॉरिटी आफ इंडिया जिम्मेदारी निभाती है वह दरअसल इन्हीं एयरपोर्ट्स के फायदे में से क्रॉस सब्सिडाइज करके करती है।

आपने बिल के 12ए में बताया कि हम इसको प्राइवेटाइज करेंगे, प्राइवेट इंवेस्टर्स लेकर आएंगे। इसका परपज भी आपने मॉडर्नाइजेशन वगैरह बताया। इस 12ए के संदर्भ में मैं आपका ध्यान आकर्षित करते हुए बताना चाहूंगा कि सिर्फ प्राइवेट इंवेस्टर्स लेकर आना है, सिर्फ इसको प्राइवेटाइज कर देना है यह कहने से काम नहीं चलेगा। क्योंकि जो इंटरनेशनल एयरपोर्ट होते हैं वे हमारे देश के प्रवेश द्वार हैं। सीधे दुनियां भर की एयर लाईंस वहां उतरती हैं, दुनियां भर के यात्री वहां उतरते हैं। अगर देश के प्रवेश द्वारा निजी कम्पनियों के हाथ में दे दिए जाएं तो जैसाकि अभी शंकरलिंगम साहब बतला रहे थे, सुरक्षा को बहुत बड़ा खतरा है। मुझे मालूम है कि आपने इस बिल के उद्देश्य में भी बताया है कि जो ए0टी0सी0 और सिक्योरिटी कंसर्न हैं उनका ख्याल रखा जाएगा। लेकिन जब पूरा का पूरा एयरपोर्ट लीज पर किसी कम्पनी को दे दिया जाए और सरकार के हाथ में सिर्फ थोड़ी सी सिक्योरिटी हैंडलिंग हो तो आप अपने बोर्डर पर निजी कम्पनियों को खड़ा कर रहे हैं या फिर सरकार के कंट्रोल में जो लोग नहीं हैं उनके हवाले अपना बोर्डर कर रहे हैं। सबसे पहले मैं ग्लोबल टेंडरिंग के खिलाफ कहूंगा कि एक बार अगर आपने प्राइवेटाइजेशन का यह बिल यहां से पास किया और आपने ग्लोबल टेंडरिंग के ऊपर कंट्रोल नहीं रखा, नियंत्रण नहीं रखा और आपने यह स्वीकार नहीं किया कि यह जो प्राइवेटाइजेशन होगा सिर्फ इस देश के प्राइवेट सैक्टर के लिए होगा तो एक बहुत बड़ा खतरा हो जाएगा। एक खबर बतलाता हूं कि कैसे विदेशी कम्पनियों की दुकान खुल गई, यह बात सुनते ही इंटरनेशनल एयरपोर्ट प्राइवेटाईज होंगे तो विदेशी कम्पनियों की होड़ लग गई। एक अखबार की क्लीपिंग है जिसकी हैडिंग है : **"Global majors in race to redesign airports"**. It says:

> "Global majors including Jones Lang LaSalle, Hochtief Airport, Lufthansa Consulting and Airport Consulting Vienna have expressed interest in drafting the architectural designs for the Mumbai and Delhi airports.
>
> According to Government sources, about 17 international architects and consultants have submitted expressions of interest for the projects."

यानी ये इंटरनेशनल एयरपोर्ट जो हमारे प्रवेश द्वार हैं, हमारे एयरपोर्ट आथॉरिटी के

राजस्व के सबसे बड़े केन्द्र हैं वे सारे के सारे आप विदेशियों के हाथ मे देने का कार्यक्रम चला रहे हैं। इसलिए इस बिल के विरोध मे मैं खड़ा हुआ हूं कि इस बिल को अगर लेकर आना है तथा प्राइवेटाइज करना भी है तो निश्चित तौर पर निजीकरण की ऐसी व्यवस्था होनी चाहिए कि यह देश के लोगों के हाथ में हो। एफ0डी0आई0 पॉलिसी है। वित्त मंत्री महोदय यहां पर उपस्थित हैं। कहीं न कहीं इस बिल में भी एफ0डी0आई0 पॉलिसी के बारे मे आ रहा है। अगर किसी विदेशी कम्पनी को देना भी है तो कम से कम नियंत्रण हमको अपने हाथ मे रखना चाहिए। नियंत्रण आज हमारे हाथ मे नही है। जो एफ0डी0आई0 पॉलिसी एयरपोर्ट के लिए और सिविल एविएशन के लिए है, उस हिसाब से नियंत्रण हमारे पास नही रहेगा। इसलिए मेरा निवेदन होगा कि बिल के 12ए(1) मे इस प्रकार का उल्लेख होना चाहिए कि :

> "12A.(1) Notwithstanding anything contained in this Act, the Authority may, in the public interest or in the interest of better management of airports, make a lease of the premises of an airport (including buildings and structures thereon and appertaining thereto) to carry out some of its functions under section 12 as the Authority may deem fit."

इसमे कहीं न कहीं एक रैफरेंस आना चाहिए, यह मेरा एक निवेदन होगा क्योंकि इसमे सिक्योरिटी कंसर्न है। दूसरा ईशू यह है कि अगर एयरपोर्ट अथॉरिटी के सारे के सारे जो कमाऊ पूत हैं, वे आपने दूसरे के हाथ में दे दिए तो बाकी जो छोटे-छोटे शहरों के एयरपोर्ट्स हैं, ये कैसे चलेगे? रवि शंकर जी यहां पर हैं, जैसे इनका पटना का एयरपोर्ट प्रॉफिट का एयरपोर्ट नही है। रांची का एयरपोर्ट प्रॉफिटेबल नहीं है। साउथ के अगर चेन्नई, बैंगलौर, हैदराबाद को छोड़ दें, दो तीन एयरपोर्ट छोड़ दे तो बाकी सारे के सारे एयरपोर्ट लॉस में चल रहे हैं। उन एयरपोर्ट्स को कैसे संभाला जा सकता है जो क्रॉस सब्सिडी के जरिए हम लोग संभालते हैं? उनके संभालने की कोई व्यवस्था नही है। उसकी एक गारंटी चाहिए। जो स्टाफ है, पूरी एयरपोर्ट अथॉरिटी में लगभग 22 हजार के करीब स्टाफ है, सारे के सारे जो इंटरनेशनल एयरपोर्ट्स हैं जो आप प्राइवेटाइज करने जा रहे हैं, उनके स्टाफ का क्या होगा? उसके स्टाफ के बारे मे आज की तारीख में कोई क्लीयरकट स्टैंड नही दिख रहा है। आप कहेंगे कि स्टाफ का जो इंटरस्ट है, जो इम्प्लॉइज हैं, उनका हम ख्याल रखेंगे, उनके हितों का ख्याल रखा जाएगा। बाल्को के समय भी ऐसा यहां पर कहा गया था। बाल्को के समय जब कहा गया तो हमारी सबसे पहली चिंता यही थी कि उनके स्टाफ का क्या होगा? आज बाल्को के एक हजार स्टाफ को जबर्दस्ती वीआरएस देकर वहां से भगा दिया गया है। वे बेचारे सुप्रीम कोर्ट में लड़ रहे हैं। एयरपोर्ट अथॉरिटी मे भी ऐसा ही होगा। अगर आप यह कहते हैं कि एएआई का जो दूसरा पार्ट है, जो डोमैस्टिक के लिए है, उसमें इनको हम वापिस ले लेंगे। लेकिन वापिस ले लेंगे तो जायज सी बात है कि एयरपोर्ट अथॉरिटी का रेवेन्यू कम हो रहा है, स्टाफ का बर्डन ज्यादा बढ़ेगा, उनकी सैलरी की कॉस्ट बढ़ेगी और उसके बाद आप कहेंगे कि इनको वीआरएस दे दीजिए। एक कम्पनी जो 24 सौ करोड़ रुपये अर्न करती है। एक पब्लिक सेक्टर यूनिट, जो प्रॉफिट का पब्लिक सेक्टर यूनिट है, जो 24 सौ करोड़ रुपये अर्न कर रही है, कमाई कर रही है, जिसका 400 करोड़ रुपये प्रॉफिट है, जिसने पिछले साल 55 से 60 करोड़ रुपये सरकार को डिविडेंड दिया, उस कम्पनी को

3.00 P.M.

बेचने, उस कम्पनी को बर्बाद करने का क्या अर्थ है, यह मुझे समझ में नहीं आ रहा। मुझे ऐसा दिख रहा है कि इस बिल के माध्यम से, इस कम्पनी को, इस पब्लिक सैक्टर यूनिट को बर्बाद करने का कार्यक्रम चल रहा है। मंत्री जी, आप नौजवान हैं, आप भी हमारे साथ अक्सर महत्वपूर्ण विषयों पर, निजीकरण आदि पर सहमति व्यक्त कर चुके हो, मैं आपसे निवेदन करूंगा, आपकी तरफ केवल एयरपोर्ट अथॉरिटी के इम्प्लाइज ही नहीं, इस देश के लोग भी नजर लगाकर बैठे हुए हैं। कम से कम अभी भी इस बिल में वह संशोधन करने की कोशिश करें, इस बात का मेरा आग्रह रहेगा।

उपसभापति : आपने संशोधन दिए हैं क्या?

श्री संजय निरुपम : मैंने संशोधन नहीं दिया है। एक दो बार मैंने एक-दो बिल पर संशोधन दिये थे किन्तु मुझसे वापिस करा लिये गये। उस दिन से मैंने बिलों पर संशोधन देना ही बंद कर दिया। मैं सिर्फ बोलता हूं। दूसरा, एविक्शन, जो एयरपोर्ट के आस-पास की जमीनों पर...

उपसभापति : संजय जी, यह बिल बहुत छोटा है...

श्री संजय निरुपम : बिल छोटा है। जो दूसरा प्रावधान है, मैं उस पर आ रहा हूं।

उपसभापति : एक घंटा दिया है इसलिए आप जरा संक्षेप में बोलिए।

श्री संजय निरुपम : विशेषकर मैं मुम्बई के बारे में बताना चाहता हूं। एयरपोर्ट अथॉरिटी की जमीन पर, सहारा इंटरनेशनल एयरपोर्ट - जो कि छत्रपति शिवाजी महाराज इंटरनेशनल एयरपोर्ट हो चुका है, इसका नामकरण इसी सरकार ने किया और उसके लिए मैं सरकार को बधाई देना चाहता हूं - के चारों तरफ सालों से बड़े पैमाने पर झोपड़पट्टियां हैं। उन झोपड़पट्टियों में जो लोग रहते हैं, वे आज से नहीं रह रहे हैं। पचास साल, साठ साल, सत्तर साल से लोग वहां पर रह रहे हैं। ठीक हैं, अनआथोराइज्ड हैं, मैं नहीं कह रहा हूं कि आथोराइज्ड हैं, वे सारे के सारे अनआथोराइज्ड तरीके से रह रहे हैं। अभी जो आपने 28 (ए) के हिसाब से एविक्शन ऑफिसर और ट्रिब्यूनल बनाने का जो प्लान किया है, उसके हिसाब से मैं आपको बताना चाहूंगा कि सिर्फ एविक्शन कहने से काम नहीं चलेगा। इस बिल के पास होने के बाद सीधे उनको उठाना है, जो सारे के सारे अनआथोराइज्ड तरीके से रह रहे हैं, उनको वापिस उठाकर भेज देना है। अब वे पांच लाख लोग मुम्बई में एयरपोर्ट अथॉरिटी के लैंड पर रहते हैं, क्या उन पांच लाख लोगों को कोई भी सरकार, कोई भी पुलिस, कोई भी एजेंसी उठाकर यूं ही बाहर फैंक सकती है? इस प्रकार एविक्शन की जगह पर रीहैब्लीटेशन का प्लान होना चाहिए। बाकायदा रीहैब्लीटेशन का प्लान एयरपोर्ट अथॉरिटी चला रही है। मुम्बई में इंटरनेशनल एयरपोर्ट के पास जरीमरी के पास जो एक कॉर्नर है, वहां पर अच्छी-खासी झोपड़पट्टियों को हटाया गया और उनको वहां से रीहैब्लीटेट किया गया। आपने साल-दो साल पहले उनको रीहैब्लीटेट किया, अभी भी मेरे ख्याल से रीहैब्लीटेशन का प्रोसैस चल रहा है।...

उपसभापति : संजय जी, अगर मैं कायदे से बोलूं, कानून पर चलूं तो आपके दो मिनट थे, वे बहुत देर पहले खत्म हो गए।

श्री संजय निरुपम : आप बेकायदे से मुझे परमिशन दे दीजिए।

उपसभापति : जब बिज़िनेस ऐडवाइज़री में सब लोग बैठते हैं तो शायद आपकी पार्टी के लोग भी बैठते हैं। अगर इतनी अधिक आपको इस बिल पर मालूमात थी, जो मुझे यकीन है कि थी, तो हम उस वक्त ज्यादा टाइम दे देते, हमें उसमें कोई असुविधा नहीं होती। मगर जब हम कानून पर चलने की बात करते हैं और बिजनेस एडवाइजरी ने जो तय कर लिया तब उस पर थोड़ा तो चलना चाहिए।

श्री संजय निरुपम : मैडम, एक-दो मिनट में खत्म करता हूं। उपसभापति महोदया, मेरा मंत्री जी से यह निवेदन है कि इसमें जो इविक्शन क्लॉज यूज किया है उसकी जगह अगर इविक्शन और रीहैब्लीटेशन होगा तो वहां जो पांच लाख लोग, जो आपके शहर में रहते हैं, आप भी उस शहर की रहने वाली हैं, उस शहर के पांच लाख लोग स्वयं को सुरक्षित महसूस करेंगे।

उपसभापति : मैं उसी एरिये में रहती हूं।

श्री संजय निरुपम : आप उसी एरिये में रहती हैं। वहां पर पांच लाख लोग हैं। लगभग एक लाख स्लम्स हैं, हटमेंट्स हैं, उन सारे हटमेंट्स को रातों रात तोड़कर खत्म नही किया जा सकता है। वहां पर पांच-पांच, छह-छह दशक से लोग रह रहे हैं। ऐसा भी नहीं है कि एयरपोर्ट अथॉरिटी के पास रीहैब्लीटेशन का प्लान नहीं है, रीहैब्लीटेशन का प्लान है, उन्हे बाकायदा रीहैब्लीटेट किया जा रहा है। आज अगर इस बिल को पास करने के बाद आप इसे इम्प्लिमेंट करें, कहें कि नहीं हम आपको इवीक्ट करेंगे, आपको रीहैब्लीटेट नहीं करेंगे तब आप ही बताइए कि इन लोगों ने कौन-सा गुनाह किया था? यह कितना बड़ा भेदभाव होगा। जरी-मरी के पास से जिन लोगों को, जिन परिवारों को हटाया गया उन्हें मलाड के पास ले जाकर रीहैब्लीटेट किया गया। जो बेचारे लोग नहीं गए, जिनको अभी तक नहीं हटाया गया क्या आप उन्हें उठाकर सड़क पर डाल देंगे? क्या इन्हें लेकर कोई भी व्यक्ति मुंबई में इत्मीनान से जी सकता है? पांच लाख लोगों को सड़क पर लाकर हम कैसे जी सकते हैं? यह मुझे मालूम है कि वह अनऑथराइज्ड है, कोई भी चीज जो अनऑथराइज्ड होती है उसका विरोध होना चाहिए, मैं भी विरोध कर रहा हूं लेकिन तीन-तीन, चार-चार, छह-छह दशक से जो लोग रह रहे हैं उन्हें सीधे उठाकर इवीक्ट नहीं किया जा सकता है। किसी भी कानून का एक मानवीय चेहरा होना चाहिए। आप लोग इतने अमानवीय दृष्टिकोण से न देखें। उन सारे गरीब लोगों को रीहैब्लीटेट करने के बारे में एक प्लान बनाएं। अगर इस बिल में इस प्रकार का कोई प्रावधान होता तो मुझे ज्यादा खुशी होती लेकिन इस बिल में ऐसा कोई प्रावधान नही है, पांच लाख लोगों के भविष्य को अधर में छोड़ा जा रहा है इसीलिए मैं आपके सामने इस बिल के विरोध में खड़ा हुआ हूं। धन्यवाद।

उपसभापति : ह्यूमेनिटेरियन प्रॉब्लम है So, you have to look into it. Shri N.K. Premachandran, you too have got a very limited time.

SHRI N.K. PREMACHANDRAN (Kerala): Madam Chairperson, I also oppose this Bill. This Bill is intended for privatisation of the international

airports coming up under the Airports Authority of India which has earned a profit of Rs.290 crores in the last financial year. Madam, I do accept the fact that the air-traffic potential has to be made high for which the development of airports and also modernisation of airports is the need of the hour. This is very interesting to note that when this new amending Bill is being brought before the House and when this area is being privatised, all the eviction proceedings and acquisition of land are not very strict so that this could be done in an easier way. That means, in order to help and facilitate the private companies and the private agencies, the entire law of the country is being amended in favour of them. As far as the public sector companies are concerned, the Airports Authority of India was established long back, but no procedure has been made for it.

Madam, it is very pertinent for me to express my concern in regard to section 12(a)(a), the proposed section which is being amended. I quote, "establish airports, or assist in the establishment of private airports, by rendering such technical, financial or other assistance which the Central Government may consider necessary for the purpose." That means, for the establishment of private airports, the Government of India or the Authority concerned, is ready even to finance and give all the help. And also, section 12 (A) is regarding leasing out the existing airports. That means, the discretionary authority is being vested with the Government or the authority concerned so as to help the private companies. Also, clause 12(A) is vague, ambiguous and unclear. What does it say? It says, "...to carry out some of its functions under section 12 as the Authority may deem fit." What are the functions to be transferred, or, what are the functions to be given to the company which takes it on lease? That is also not mentioned there. So, section 12(a)(a), the proposed amendment, and clause 12(A) is giving ample discretionary powers which can be exercised by the Government so as to help the private companies. So, exercise of this power would depend on the whims and fancies of the Government. So, it has given very extraneous powers to the Government, and these have to be removed after reconsideration.

Madam, coming to section 22A, it is for levying of development fees at airports. The embarking passengers have to pay a fee. What for the fund will be used? It is dealt with in section 22A(c). This fund will be used for investment in equity in respect of shares to be subscribed by the authority in companies engaged in establishing, owning and managing a

private airport. So, the development fees will be levied on the embarking passengers and this fund would be used for investing in equity in the private companies. That will not be used for the development of the existing airports. So, section 12A and section 22A would go to show the very intention of this Bill. It is entirely for some private companies who are interested in taking up airports, either in existence or, to create certain new airports. That is the intention of the Bill. It is not in the interest of the nation or in the interest of the passengers as a whole.

For all this, a new Chapter VA has been introduced and that is dealt with in clause 8. This Chapter, as a whole, goes to show that against the order of Appellate Tribunal, that is being constituted, no case, no injunction, no order, and nothing can be made. All the jurisdiction has been exhausted by way of constituting the Appellate authority. Moreover, the time given for eviction is 15 days, which is very less. As Mr. Sanjay Nirupam said as far as Mumbai airport is concerned, for the eviction proceedings, the time given is 15 days only. Within 15 days from the date of an order, the eviction has to take place. All this goes to show the very intention of the Government. It is to privatise the entire thing.

I would like to mention one more point, with regard to our airport, the Thiruvanantapuram International Airport. As far as the Thiruvanantapuram International Airport is concerned, it is the fifth airport to be declared as International Airport in 1991. The condition of the floor of the airport is one of the worst in the whole of Indian airports. As far as the passenger facilities are concerned, it is very essential to give facilities if you want to see the growth of passenger traffic. In the Thiruvanantapuram International Airport, a passenger, who gets into the Airport, is not even able to make an STD/ISD call. That is the level of facilities a passenger has there! There is no aerobridge. Though there are two boarding gates, only through one boarding gate the passengers are allowed to enter. As far as the security checking is concerned, four international flights take off from that Airport at a time, and there is only one security gate. Even if you imagine only 200 passengers per flight, some 800 passengers stand in the queue for checking! At present, all these are the things that are there in that Airport.

I would like to urge upon the young and new Minister, Shri Rajiv Pratap Rudi to look into all these aspects, because it is the 5th International Airport declared in 1991. There is a proposal for a second terminal. Nothing

has been done. So many promises have been made on the creation of a new terminal, but nothing has been done. Kindly look into all these matters.

With these observations, I oppose the Bill. Thank you.

SHRI FALI S. NARIMAN (Nominated): Madam, I would like to make a few points for the consideration of the hon. Minister. First and foremost, I was distressed to read this morning, "International Airport has been taken over by dogs." I don't know how many of you have read it in the newspaper which reported that a large number of dogs roam around in the foyer and everywhere else in the airport, which is a great danger, which really reminds me of a cartoon I have read in a national newspaper some years ago, a very large dog with a big smile on his face and a puny-looking man with a leash holding it. The puny little man was asking the dog, "What are you laughing at?" The dog replied, "I read in the Indian Express that the country is going to the dogs." I hope, Madam, we are not in this position that the airports are now going to the dogs. It is a serious matter, and the hon. Minister may kindly take it seriously. We can't have dogs roaming around in the airports, in the foyer, much less on the runway of these airports. If this is an indication that because the Bill is passed by the Lok Sabha, therefore, the Airports Authority has not bothered at all, it is a matter of great concern. The Minister should look into it and pull up people who are responsible for it.

Secondly, my concern is also -- which has been expressed by many Members -- about security. We now know in these terrorists' times, the easiest thing which rebels do throughout the world is to capture airports. Therefore, I wish some stringent language had been used instead of saying that the watch and ward functions at airports will remain with the Authority. There is no more watch and ward. It is security. The basic sequence is security and not the watch and ward. Watch and Ward may be for the Railways, but certainly not for airports ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: We have watch and ward people for the Parliament and they are not armed. ...*(Interruptions)*...

SHRI FALI S. NARIMAN: Watch and ward are not armed, you quite rightly say. But here we require people who are armed. It should be for security. The point that I am making, hon. Minister, is not just a

debating point. What you have done, unfortunately, is that in your Statement of Objects and Reasons which came in the Lok Sabha, you have said, "All functions can be exercised by the lessees except air traffic services and the watch and ward functions." But that is not to be found in the body of the Bill because you have provided expressly -- and kindly look into it, if you do not mind -- in your Clause 12A, Sub-clause 4 that the lessee who has been assigned any function shall have all the powers of the Authority necessary for performance of such functions in terms of the lease. Therefore, that exception is not incorporated. And the way in which it can be done -- there is no need for an amendment -- is, because you have the power to grant approval to the lease. No lease can be made without the previous approval of the Central Government. I would, therefore, request the hon. Minister to ensure when approval is taken from the Central Government that there should be suitable clauses which ensure the security of these airports because I would feel very insecure to have a private airport run in a capital city like Delhi or people in Bombay would feel extremely insecure. Therefore, there must be some consideration shown with regard to the conditions of leases.

Lastly, Madam, two things and the first is about the Eviction Officers about whom a lot has been mentioned here. They cannot be the lessee's officers. They have to be lessor's officers, that is, the Airports Authority officers those who order eviction, those who issue show-cause notices because these are *quasi* sovereign functions. They cannot be privatised. What can be privatised, and there I support you, namely, you can privatise airports, you can privatise and give lease etc. But the function of eviction which is a sovereign function should really be done by your immediate delegate which is the Airports Authority. Lastly, you cannot and should not delegate the rule making functions because power is there to make rules. If you provide under Clause 11(4) that that lessee shall have all the powers of the Authority, he would have powers of rule making functions, which cannot be. These are all semi-sovereign functions. They can only be exercised by the State, that is, the Central Government and not by private lessees. Thank you.

SHRI RAJIV PRATAP RUDI: Madam Deputy Chairman, I thank you for giving me this opportunity to speak. Madam, the Airports Authority (Amendment) Bill has already been passed by the Lok Sabha and now it is under consideration here. Madam, this whole issue comes on the Prime

Minister's declaration in 1998 when he talked of world-class airports in the country. On 20th November, 2000, this Amendment Bill was introduced in the Lok Sabha. Thereafter, it was sent to the Standing Committee, which gave several observations on it. After considering these observations, it was introduced in the Lok Sabha. When it has been passed there, now it has been brought here for the consideration of this esteemed House.

Every time we have been talking about aviation and aviation industry. There has been an overall consensus on the fact that the country needs to have world-class airports. It has been felt that it is a part of the economic infrastructure. It should be developed since there has been a wide consensus on the quality up to which airports should be developed and how existing ones today should be improved upon. We, certainly, appreciate that the Airports Authority of India, which has been looking after the airports in the country, has been doing an outstanding job. But, still, it was felt that there was a great need of resources and innovation. We require more basic infrastructure to grow. We also thought to support the services and improve service conditions and working conditions at the airport. We also thought about the end-user, the customer and passenger at the airport, who thought of getting the best of facilities for the payment which he made. We also thought of situations where the country would come up and we have the world-class airports and the situation should be good enough to make us feel proud of it.

Madam, there are five basic aspects in the Bill. All these issues have been raised in some form or the other by the hon. Members. The first one is, we have made it sure that we are talking about establishment of private airports. But, there, we have seen to it, in the proposed Bill, that the Air Traffic Control management as well as the security rests with the Government. However, there are certain reservations raised by Shri Fali S. Narimanji about a word which has been used in the Bill. But, I can assure you that the word 'watch and ward staff' includes all the activities of maintaining the complete security of the airport. I will explain this point a little later.

The second aspect is, there is an enabling clause in the Bill, which mentioned about the Advance Development Fee for new airports. The issue has always been raised whether it is for the existing airports. We also thought of user fee, a part of it is used for the development of the existing

airports and we are also talking of using this money for the development of green field projects which may be coming up in this country. So, this anomaly, which has been raised by the hon. Members has been cleared because this money would be used for the development of green field projects as well as for the development of other airports which require infrastructural set up to be approved.

The third aspect to it is that an important enabling clause with regard to encroachments and security has been added to the Bill for consideration. Now, we know that the Airports Authority of India is, possibly, the third largest organisation that has the landholding in the country. We know that there are certain places where land is being utilised and there are certain places where land is not being utilised and it needs to be protected because, at some point of time, we might need those lands for the development of airports. Madam, there are certain airports which are facing problems because we wanted to go in for expansion and improvement there, but we cannot do it because that land has been encroached upon by some people. However, the factor, which has been mentioned by Shri Sanjay Nirupam, is well taken. This Government is not inhuman. This Government always takes into account the concerns of the people, whether they may have illegally encroached upon or they may have settled themselves at some particular point. As mentioned by Shri Sanjay Nirupam, I would submit that we are aware that at a particular portion of the airport, there is some problem. Madam, I would like to bring to your notice that there is a pocket at Mumbai Airport, which needs to be evacuated and we have been trying to do it for years together. The Airports Authority of India, despite the fact that the land belongs to it, paid to the State Government to rehabilitate them. So, this clearly indicates that the Government has always intended to support the poor people. However, the Government cannot give up its authority to give the basic rights and facilities which should belong to them. Today, we have large bodies of aircraft at Mumbai airport. To take a turn, it has to turn around and thereby occupies the whole runway. The reason behind is that it cannot take a shortcut because some people have encroached upon a small portion of land.

THE DEPUTY CHAIRMAN: It has become crooked.

SHRI RAJIV PRATAP RUDI: So, it has to go back to the runway and come back. And, as such, it keeps the runway blocked and we are

losing huge amount of money, not only by keeping aircraft, which are taking rounds in the sky and waiting for landing, at bay but also wasting a large quantity of fuel which could have otherwise been saved. So, the steps that are taken by the Government are always for the larger economic well being of the country.

The fourth aspect which we are discussing about is to facilitate the leasing out airports owned by the Airports Authority of India. At times, it has been felt that though the AAI has been managing airports well, but there is always a situation where we can look up for right partners or find right firms of management to whom we can lease out some facilities for better management. We also have a provision in the Bill dealing with regulatory authority which will look into tariff and other aspects. We are also aware that there were certain issues, raised by the Standing Committees, which must have been accepted as a part of the Bill. However, the foreign equity, which was proposed up to 49 per cent, because hon. Member of Parliament, Sanjay Nirupam Sahib, also mentioned that we should keep control on them. The question arises, if we have to keep control over the situation, there can also be a situation, when we say that let no foreign airlines land in this country. If there are foreign airlines coming to this country, if there are foreign aircraft coming to this country, there is a possibility of bad souls also coming into this country. So, the best way is to prevent anyone coming into this country, which would not be an appropriate situation for this country, because we want people to come in. If I have to quote certain figures about why we need certain airports. If I have to just show you, how the country feels great, you will be surprised. Why do we talk about a country where we should have world-class airports? If we have to talk about Chicago International Airport, the number of passengers at the airport is 66 million; If we talk about the Heathrow Airport, it is about 16 million; Frankfurt 48 million; France, Paris, Charles De Gaulle, 47 million; Singapore, 28 million; Zurich 20 million; Dubai 30 million. And, when we come back to Bombay, it is just 11 million. When we come back to Delhi, it is just 0.8 million. You will appreciate, Madam, most of these countries have a population of even 140th, 150th time of the existing population. When the traffic crosses through them, it builds them. This is how a hub is created. This is how more aircraft come in; people come in. That is how it gives a boost to tourism. It gives support to local industry. This all is an activity which gets merged. That is why when we talk about reforms, we are talking about a wider perspective.

Some of the issues had been raised by the hon. Member, Dr. T. Subba Rami Reddy, regarding modernization of Delhi and Mumbai airports. The Government has made an announcement that the Government is completely committed to give world-class airports to Delhi and Mumbai. He had also raised issues about Bangalore and Hyderabad. I can assure you that the Government has taken note of the whole issue. In Bangalore, there are certain concessional agreements which are being formulated, and which shall be done shortly. In the case of Hyderabad, we have, in principal, given the approval. The rest of the formalities are in process.

Hon. Member of Parliament, Mr. Ajay Maroo, mentioned about improvements at Ranchi airport. We already have a good airport there. But we will do whatever best we could.

Hon. Member, Smt. Durga, talked about the Regularity Authority, Security and Air Traffic Control, development fee, etc. All these aspects have been taken care of.

Now, I come to the points raised by senior colleague, Mr. Jibon Roy. I am sure, he has done exactly what his party has asked him to do. And, he does it very well. ...*(Interruptions)*...

SHRI JIBON ROY: What I believe I do.

SHRI RAJIV PRATAP RUDI: He does it very well. But I always thing, which I would say ...*(Interruptions)*...

SHRI N. JOTHI (Tamil Nadu) : What about Tamil Nadu?

SHRI RAJIV PRATAP RUDI: I will just come back to you. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: He is coming slowly, slowly. The plane has to land at other places, and then come to Chennai. ...*(Interruptions)*... Wait.

SHRI RAJIV PRATAP RUDI: The very point that is being misunderstood, today, is, Madam, that we are not privatizing the Airports Authority *per se*. The words that are coming are: The Airports Authority is

being privatized. This is not a right statement. We are not privatizing the Airports Authority. ...*(Interruptions)*...

SHRI JIBON ROY: Will you assure us that you will never privatize. ...*(Interruptions)*... You assure us. ...*(Interruptions)*... What are you talking about? ...*(Interruptions)*... You go through the Bill. ...*(Interruptions)*... You go through the Bill. ...*(Interruptions)*...

श्री संजय निरुपम : इंटरनेशनल एयरपोर्ट प्राइवेट हाथों में देने के बाद AAI में रहेगा क्या प्राइवेटाइज करने को? उसमें बचेगा क्या प्राइवेटाइज करने को?

SHRI RAJIV PRATAP RUDI: Madam, the only question is, we are thinking of creation of world-class airports. About some of the activities, I would not like to get into the debate, because it has come into the House very much. But definitely, at times, we feel pained when people accuse us of not giving them the facility. When we are talking about the competition; when we are talking about efficiency of labour; when we are talking about efficiency of capital; when we are talking about the economic wealth; when we are talking about the prosperity, all these issues, when they are discussed, become a problem. I am sure, when Mr. Jibon Roy talks, he talks about those 26 million people in this country, who work in the organized sector. But this is the Government, which, for the first time, is talking about 350 million people who are not working in an organized sector. That is why, because. ...*(Interruptions)*...

SHRI JIBON ROY: That is why you have come down to 127 position in the world from 124 points. ...*(Interruptions)*... See UNDP index. We are even below Sri Lanka.

SHRI RAJIV PRATAP RUDI: Madam, the point is Government has a complete will to address. At, at the same time, the Government has a duty and a responsibility to meet the needs of the people. So, I think, there could be end number of examples why we are taking this step; and, that is, for the betterment of the country; for the image of the country; for the needs of the country; for the economic wealth of the country. And, all this is being done with the consensus of this Government, with the consensus of hon. Members. Basically to give us the pride, which this country needs in order to enter the 21st century.... I am sure, what this Government intends today is to set the milestones and set the footprint in coming days as far as

the Civil Aviation Sector is concerned. There are other smaller issues which have been raised, but I think, Madam, all have been addressed very well. I would only request that since the time given for this Bill was just one hour... ...*(Interruptions)*...

SHRI P.G. NARAYANAN: What about Chennai Airports? ...*(Interruptions)*...

SHRI RAJIV PRATAP RUDI: There are issues which have to be taken into account. ...*(Interruptions)*... We know the issue of Trivandrum Airport. We know the issue of the Chennai Airport. We are all aware of those ...*(Interruptions)*... This is a very important thing, Madam. We are having so much of opposition from hon. Members like, Shri Jibon Roy, even on Mumbai and Delhi. We expect that he would support us to take up these projects. As far as the other greenfield projects are concerned...*(Interruptions)*...No; no, you are not going to lose your share. And I am sure, whatever funds are available with us would always go into cross-subsidization, and we will always build up a mechanism to see that the revenue earned today by these two airports are commensurate to the needs and requirements which were there, and we are able to put it around, and place it in a pool to take care of all the smaller airports. Most of the airports in the country need to be supported today. And, I think, in the light of these facts, the Bill is the need of the hour. And all the provisions have been well taken care of. And all the interests of the hon. Members have been well taken care of. The interest of the country has been taken care of. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: Let him complete his sentence. He is only half way through. ...*(Interruptions)*...

SHRI RAJIV PRATAP RUDI: This is what I had to say. Madam, I request that the Bill be passed.

THE DEPUTY CHAIRMAN: Mantriji, what about the issue of stray dogs? ...*(Interruptions)*...Shri Fali Nariman raised a question about dogs. I think, Mr. Nariman, there is a court order that those stray dogs be put to sleep. That is why, there are more dogs at the airport, and the bird hit...*(Interruptions)*...

SHRI RAJIV PRATAP RUDI: I think it is a very uncalled for statement, Madam. That is why, such issues are being raised. We are talking of world-class opportunities, world-class airports, so that such statements don't come into existence. ...*(Interruptions)*...

THE DEPUTY CHAIRMAN : One minute. ...*(Interruptions)*... Please speak one by one. ...*(Interruptions)*...All of you can't speak simultaneously. ...*(Interruptions)*...Be quick. ...*(Interruptions)*...No, not you, Mr. Sanjay Nirupam. You made a long speech. There is somebody behind you...*(Interruptions)*...There is somebody behind you. ...*(Interruptions)*...

SHRI DINESH TRIVEDI (West Bengal) : I just have a couple of clarifications to seek. I had no basic objection to the objectivity. I also welcome the hon. Prime Minister's statement that we want world-class airports, I don't think anybody can object to that. But, is it necessary to move from one absurdity to the other extreme? One was saying that no photography is allowed. So, even if two tourists wanted to be photographed at the counter, they were not permitted. On the other side, we are going to another extreme. Madam, my question is this. The International Airport Authority of India has acquired a great name world over. And if I am not mistaken, their expertise is also used by foreign countries. In other words, the Airports Authority of India is going abroad to tell how to build airports. So, the objective is to modernize airports. If the objective is to modernize the airports, that is what the Prime Minister and all of us also want -- is it necessary that we have to privatize? We can very well have this under the Airports Authority of India. If it is a question...*(Interruptions)*...Madam, I will be done in just one minute only. If it is a question of physical construction of the airport, we can well ask the world, at large, to come and build airport. But here...

THE DEPUTY CHAIRMAN: Can you be brief about it? If we are such experts, why are we privatizing it?

SHRI DINESH TRIVEDI: Madam, the question here is, are we going to give the management? One is the physical structure which I welcome very much. We have expert bodies here; even the Airports Authority of India is itself an expert body. It is... ...*(Interruptions)*...

THE DEPUTY CHAIRMAN: I ask the Minister to ...*(Interruptions)*...

SHRI DINESH TRIVEDI: Madam, here I think we are mixing two issues. The objective is to have modern airports. How we are going to have those, is the subject-matter of discussion. Madam, I also add myself with hon. Shri Fali Narimanji that security of the country ...*(Interruptions)*... Madam, airports are the gateways of our security. And, lastly, Madam, we in India...*(Interruptions)*...

THE DEPUTY CHAIRMAN: No; no. No more questions. ...*(Interruptions)*... I am not allowing anybody. ...*(Interruptions)*... The question is that the Airports Authority of India... ...*(Interruptions)*...

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Madam, the hon. Minister has not responded to the two questions which have been raised by the hon. Members...*(Interruptions)*...

THE DEPUTY CHAIRMAN: The question is..

"That the Airport Authroity of India...*(Interruptions)*..."

SHRI DINESH TRIVEDI: Madam, let me complete. I am the only person from my Party, I never got the chance...*(Interruptions)*... Madam, just give me half a minute and I will be done...*(Interruptions)*...

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Madam, the hon. Minister has not responded to the two questions which have been raised by the hon. Members...*(Interruptions)*...

THE DEPUTY CHAIRMAN: Please sit down...*(Interruptions)*...

SHRI DINESH TRIVEDI: Madam, lastly, in this country, we have run, until recently, a complex system...*(Interruptions)*... We can, perhaps, relook at it...*(Interruptions)*...

THE DEPUTY CHAIRMAN: The Leader of the House wants to say something. Jaswant Singhji.

THE LEADER OF THE HOUSE (SHRI JASWANT SINGH) : Madam, I did not wish to interrupt the hon. Trivediji's interesting lecture; I wish only to respond to certain queries. I would like to remind my friends from Tamil Nadu that even during the intervention in the debate, I had mentioned-- when my reply to the debate took place -- that after we had announced just two airports, the response from other States has really been quite overwhelming and we have received similar requests from organisations. For example, from Chennai, the Chief Minister of Tamil Nadu wrote to me; I

have responded to that. For example, the Chief Minister of West Bengal, Budhadebji, also wrote to me. We are committed to modernising as many airports as we can. We have started a process and a procedure, starting with two, both from the point of view of operational requirements as also from the point of view of fund requirements for managing the transition. As soon as we are able to successfully demonstrate this transition, I can assure you that it is the commitment of the Government to also then take up Chennai, Calcutta and other airports.

SHRI M.V. RAJASEKHARAN (Karnataka): What about Bangalore International Airport?

SHRI JASWANT SINGH: So far as Bangalore is concerned, my friend...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: I had also asked the hon. Minister, but he did not give reply.

SHRI JASWANT SINGH: He has responded to this, my friend of the elegant attire wishes to...*(Interruptions)*...I have got to inform you that the Bangalore Airport is a green-field project -- totally a green-field project which is entirely a private--helped by the Government of Karnataka. Because it is a green-field project, it is not yet part of the Airports Authority scheme per se. Being green field, a number of queries on the Memorandum of Understanding that has been arrived at, came to the Ministry of Finance for our comments. Because it is the first such venture in the Ministry of Finance, we went through it with great care. A special team has been deputed as a Task Force in which my officers -- the Ministry of Finance officers -- are sitting with the officers of the Government of Karnataka as also the entrepreneurs so that we could sort out these issues, because this is going to be, then, used as an example. It could well be that Hyderabad uses the same example.

SHRI VAYALAR RAVI (Kerala): In the case of the Cochin Airport, it has already been experimented ...*(Interruptions)*...

SHRI JASWANT SINGH: I am enthused by the anxiety of the hon. Members to have many such airfields. That is exactly what my friend, the Hon. Minister of State for Civil Aviation, is trying to do by starting with two. Please do support him when we take up all these issues.

SHRI S. VIDUTHALAI VIRUMBI: Madam, the amount has already been allocated. The sanction for development of Coimbatore Airport is

lying with the Airports Authority of India. No action has been taken so far. This is for your kind information and to put on record.

THE DEPUTY CHAIRMAN: The question is:

"That the Bill further to amend the Airports Authority of India Act, 1994, as passed by Lok Sabha, be taken into consideration."

The motion was adopted.

THE DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2 and 3 were added to the Bill.

THE DEPUTY CHAIRMAN: In clause 4, there are two amendments by Dr.T. Subbarami Reddy. Mr. Reddy, do you want to move or you want to withdraw?

DR. T. SUBBARAMI REDDY: Madam, first, I will move it, then, I will withdraw.

THE DEPUTY CHAIRMAN: No. Are you moving it or withdrawing it?

DR. T. SUBBARAMI REDDY: Madam, first, I will move it, then, I will withdraw.

THE DEPUTY CHAIRMAN: What is this? You had enough time to speak. We have a very important legislation waiting for us. Move it.

DR. T. SUBBARAMI REDDY: In clause 4 (ii) the words "more than fifty per cent" should be omitted, as there is no need of putting the condition. It shouldn't be less than fifty per cent. This is more than fifty per cent.

Clause 4 - Amendment of Section 2

THE DEPUTY CHAIRMAN: In Clause 4, there are two amendments, amendments No. 1 & 2 by Dr. T. Subbarami Reddy. Are you moving the amendments?

DR. T. SUBBARAMI REDDY: Yes; Madam, I move :

That at page 2, line 7, the words "more than" be *deleted*.'

'That at page 2, *after* line 7, the following be *inserted*, namely:-

"(iii) any person or group of persons other than the authority or any State Government."

The questions were put and the amendments were negatived.

Clause 4 was added to the Bill.

Clause 5 - Amendment of Section 12.

THE DEPUTY CHAIRMAN: Now, we shall take up clause 5. There is one amendment, amendment No. 3, by Shri Jibon Roy. Are you moving?

SHRI JIBON ROY: Yes; I move :

"That at page 2, line 10, the words "assist in the establishment of private airports" be *deleted*."

The question was put and the amendment was negatived.

Clause 5 was added to the Bill.

Clause 6 - Insertion of new section 12A. Lease by the Authority.

THE DEPUTY CHAIRMAN: We shall now take up clause 6. There is one amendment, amendment No. 4, by Shri Jibon Roy. Are you moving?

SHRI JIBON ROY: Yes; Madam, I move :

"That at page 2, clause-6 be *deleted*."

The question was put and the amendment was negatived.

Clause 6 was added to the Bill.

Clause 7 - Insertion of new section 22A. Power of Authority to levy development fees at airports.

THE DEPUTY CHAIRMAN: Now, we shall take up clause 7. There are two amendments, amendment No. 5 by Shri Jibon Roy and amendments No. 6 and 7 by Dr. T. Subbarami Reddy. Shri Jibon Roy, are you moving?

SHRI JIBON ROY: Yes; Madam, I move :

"That page 2, lines 41-45 be *deleted*."

THE DEPUTY CHAIRMAN: Dr. T. Subbarami Reddy, are you moving your amendments?

DR. T. SUBBARAMI REDDY: No, Madam, I withdraw them.

THE DEPUTY CHAIRMAN: It means, you are not moving them.

DR. T. SUBBARAMI REDDY: Madam, I withdraw these amendments.

THE DEPUTY CHAIRMAN: No; no. I will explain it. If you have moved an amendment, then you can withdraw it. If you have not moved it, then you cannot withdraw it. You have to say, "I am not moving it."

DR. T. SUBBARAMI REDDY: Madam, I am not moving them.

THE DEPUTY CHAIRMAN: Okay. Now, the question is :

"That at page 2, lines 41-45 be *deleted*."

The amendment was negatived.
Clause 7 was added to the Bill.
Clause 8 - Insertion of new Chapter VA.

THE DEPUTY CHAIRMAN: Now, we shall take up clause 8. There are thirteen amendments in it, amendment No. 8 to 12 by Shri Jibon Roy and amendments No. 13 to 20 by Dr. T. Subbarami Reddy. Are you moving Shri Jibon Roy?

SHRI JIBON ROY: Yes; Madam, I move :

(8) that at page 3, line 6, *after* the words "purposes of airport", the words "by the airport" be *inserted.*

(9) That page 3, *after* line 38, the following be *inserted*, namely :-

"Provided that a person shall not be qualified as the eviction officer unless he or she is qualified with a degree in law from a recognized university."

(10) That page 5, line 49, *after* the words "New Delhi" the words

"with branches at the cities where the Airports are situated" be *inserted*.

(11) That at page 6, line 7, *after* the word "he" the words "or she": be *inserted*.

(12) That at page 7, line 36, *after* the word "fine" the words "upto rupees ten thousand" be *inserted*.

THE DEPUTY CHAIRMAN: Dr. T. Subbarami Reddy, are you moving your amendments?

DR. T. SUBBARAMI REDDY: No; I am moving and withdrawing them.

THE DEPUTY CHAIRMAN: It doesn't happen like this. Once you move them, I will have to put them to vote. ...*(Interruptions)*... Let me explain it because I do not know whether in the Lok Sabha they adopt the same procedure, but the Rajya Sabha has been doing it like this. It is that once a Member moves an amendment, it becomes the property of the House. If you withdraw it, then I will have to put it to vote to take the permission of the House for you to withdraw it. It is not your personal account that you give a cheque and withdraw it.

DR. T. SUBBARAMI REDDY: Madam, I am not moving them. In Lok Sabha, the procedure is different. ...*(Interruptions)*...

AN HON. MEMBER: Madam, he is an expert on Question Hour.

THE DEPUTY CHAIRMAN: I know. Never mind. Now, he will learn about the procedure of the Rajya Sabha. Now, the questions are :

(8) that at page 3, line 6, *after* the words "purposes of airport", the words "by the airport" be *inserted*.

(9) That page 3, *after* line 38, the following be *inserted*, namely :-

"Provided that a person shall not be qualified as the eviction officer unless he or she is qualified with a degree in law from a recognized university."

(10) That page 5, line 49, *after* the words "New Delhi" the words

"with branches at the cities where the Airports are situated" be *inserted*.

(11) That at page 6, line 7, *after* the word "he" the words "or she": be *inserted*.

(12) That at page 7, line 36, *after* the word "fine" the words "upto rupees ten thousand" be *inserted*.

The amendments were negatived.

Clause 8 was added to the Bill.

Clauses 9 to 11 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI RAJIV PRATAP RUDI: Madam, I move :

"That the Bill be passed."

The question was put and the motion was adopted.

THE FISCAL RESPONSIBILITY AND BUDGET MANAGEMENT BILL, 2003

THE DEPUTY CHAIRMAN : Now, we will have discussion on the Fiscal Responsibility and Budget Management Bill, 2003. Shri Jaswant Singh.

THE MINISTER OF FINANCE (SHRI JASWANT SINGH) : Madam, I move that the Bill to provide for the responsibility of the Central Government to ensure inter-generational equity in fiscal management and long-term macro-economic stability by achieving sufficient revenue surplus and removing fiscal impediments in the effective conduct of monetary policy and prudential debt management consistent with fiscal sustainability through limits on the Central Government borrowings, debt and deficits, greater transparency in fiscal operations of the Central Government and conducting fiscal policy in a medium-term framework and for matters connected